Please rewrite paragraph 112 as follows:

[0112] Each passage of the sensor through the contact area has, as its signature, a very pronounced circumferential extension of the sidewalls of the tire. By using this observation, it is possible to find the instants at which the sensor passes through the center of the contact area. The simplest method for carrying out this operation consists in thresholding the filtered signal and in looking for the maxima among the values greater than this threshold ("algorithm 1" - Figure 11). This approach makes it possible to avoid detecting the maxima which do not correspond to passage through the contact area.

Please rewrite paragraph 126 as follows:

[0126] Increasing the number of sensors makes it possible, in particular: to increase the refresh frequency of the estimation of the forces, and therefore the passband of the system; and [[,]] to increase the robustness with respect to rapid variations of the components of the forces which are applied in the contact area.

Please rewrite paragraph 127 as follows:

[0127] It should be noted that it is possible to determine a plurality of models which take the measurements at different azimuths as their input. Even with a single sensor, it is thus possible to obtain a plurality of estimates during each wheel revolution. Figure 14 shows [[a]] an example of operation with three sensors and two models: where the positions indicated by solid lines represent the azimuths at which the measurements for use as the

input for model 1 are to be taken; [[,]] where the positions indicated by dotted lines

represent the azimuths at which the measurements for use as the input for model 2 are to be

taken; [[,]] and where C1, C2 and C3 represent the azimuthal positions of the sensors on

the sidewall of a tire.